

2006 STP/CMAQ Regional Competition Application

This application is available on the PSRC Web site at <http://www.psrc.org/projects/tip/index.htm>.

Puget Sound Regional Council

****Please read all of the text in this section before completing this application.****

Important notice: The importance of complete and accurate information on every application cannot be overemphasized. The evaluation and scoring of all submitted projects will be based on the answers provided in this application. A project's suitability for regional funding may be compromised if the application is found to have omissions or inaccuracies. In addition, sponsors of projects recommended for funding as a result of the competition should be aware that their application could be used in the future to evaluate the status of a project if it fails to comply with the requirements of the Puget Sound Regional Council's (PSRC) Project Tracking program.

Projects receiving funding as a result of this competition: Funding distributed as a result of the 2006 STP/CMAQ Regional Competition is awarded to projects of regional priority, not to the sponsoring agency itself. Sponsors of projects that receive funds from this competition will be required to submit a more detailed TIPMOD or TIPNEW application, which will be due to the PSRC on July 21 2006. Please note that these sponsors will also be asked to certify that they will comply with the conditions of the PSRC's Project Tracking Program, as a condition of accepting regional funding. Failing to comply with this condition, and/or with the conditions established in the PSRC's Project Tracking Program, may eventually result in the loss and/or transfer of funds to another regional priority project.

CMS requirements: Per revisions to the PSRC's Congestion Management System [in accordance with Title 23, Section 134,(i)(3) USC – Highways], sponsors of projects that receive funds as a result of this competition will be required to document the purpose and need for any project that provides general purpose capacity expansion on minor arterials or major/minor collectors (urban or rural).

14-page limit: You may use additional pages if necessary; however, please be as brief as possible and limit your application to a total of fourteen (14) pages, plus map(s) and/or other required supporting documents.

E-mail submissions are preferred: Attach your completed application to an e-mail and send to TIPRPEC@psrc.org. Please name the file "(Agency): (Project title)". If you are unable to e-mail the application, please mail a copy of the electronic file on diskette, and fax or mail a corresponding paper copy. Electronic copies of all applications are required, as they will be posted to the PSRC's Web site. Mailed materials should be sent to: Larry Burris, Puget Sound Regional Council, 1011 Western Avenue Ste 500, Seattle, WA 98104-1035 and/or faxed to 206-587-4825, Attn: Larry Burris. For questions or to confirm receipt of your application, contact Larry Burris at 206-464-5301 or lbarris@psrc.org. All applications must be submitted by **May 1, 2006**.

Definition of a project: For the purposes of this competition, a project must be clearly defined by geographic limits and/or functionality. If the project contains multiple components, the sponsor must clearly indicate how they are logically connected to one another. A project with multiple geographic locations must demonstrate their functional relationship (for example, signal coordination work in various locations tied together through a traffic control center). **Note: a project may request only one funding source – either STP or CMAQ, but not both.** If you have questions please contact Kelly McGourty at 206-464-7892 or kmcgourty@psrc.org.

PROJECT DESCRIPTION INFORMATION

1

Project title: NE 36th St. Overpass across SR 520 Improvements

For roadway project titles: list facility name, limits, and any other identifying words. E.g., SR-520 HOV (104th Ave NE to 124th Ave NE).

2	<p>Destination 2030 ID#: This project is consist with the following Destination 2030 polices and provisions:</p> <ol style="list-style-type: none"> 1. Managing transportation systems: This project installs a traffic signal @ 152nd Ave. NE & NE 31st St. and interconnects with the signal system along 148th Ave. NE, 152nd Ave. NE & 156th Ave. NE corridors according to the City of Redmond's ITS Master Plan. 2. Providing transportation choices: This project includes linking the sidewalk & bicycle systems across SR 520 encouraging & promoting alternatives to the SOV. <p>In addition, this project is consistant with the following Destination 2030/Vision 2020 Policies:</p> <p>RT-8.1a. Offering a variety of options to SOV travel: This project constructs sidewalks & bike lanes completing the existing gaps in both systems offering options to SOV travel.</p> <p>RT-8.8 Support transportation system management activities, such as signalization improvements, ... to achieve maximum efficiency of the current system. This project installs a new traffic signal @ 152nd Ave. NE & NE 31st St. & interconnects to signals along the 148th Ave. NE, 152nd Ave. NE & 156th Ave. NE corridors.</p> <p>In order to be eligible for federal funding, a project must be in, or consistent with, <i>Destination 2030</i>, the region's Metropolitan Transportation Plan (MTP). To confirm if your project is specifically listed in <i>Destination 2030</i>, refer to Appendix 9 of <i>Destination 2030</i> at http://www.psrc.org/projects/mtp/d2030plan.htm. For assistance or questions regarding these issues, contact Kaori Fujisawa at 206-587-5063 or kfujisawa@psrc.org.</p>
3	<p>a. Sponsoring agency: City of Redmond</p> <p>b. Co-sponsor(s) if applicable: None</p> <p>Important: For the purposes of this application and competition, "co-sponsor" refers to any agency that would receive a portion of the funding if the requested grant were to be awarded.</p> <p>c. Does sponsoring agency have "Certification Acceptance" status from WSDOT? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p> <p>d. If not, which agency will serve as your CA sponsor? NA</p>
4	<p>Project contact person: John Nordquist</p> <p>Address: 15670 NE 85th St.</p> <p>Phone: 425 556-2737</p> <p>Fax: 425 556 2820</p> <p>E-Mail: jnordquist@redmond.gov</p>

<p>5</p>	<p>Project description. Please be as clear and concise as possible. Include a description of the project, the need for the project, and the project purpose.</p> <p>Description of Project: This project designs & constructs the following:</p> <p>(1) Overpass across SR 520 @ NE 36th St. from 151st Ave. NE to 152nd Ave. NE</p> <ul style="list-style-type: none"> • Three lanes (one through lane in each direction and left turn center lane with turn pockets @ each end) • Bike lanes (3,500' with connections to the regional BIKE520 trail) • Sidewalks (2,500') <p>(2) ITS improvements:</p> <ul style="list-style-type: none"> • Traffic signal @ the east end of the overpass @ 152nd Ave. NE & NE 31st St. • Interconnecting & coordinating with the 148th Ave. NE, 152nd Ave. NE & 156th Ave. NE corridor signal systems • Connect to Redmond's Traffic Management Center <p>Need and Purpose of Project:</p> <p>(1) Physical gap: Completes physical gap connecting NE 36th St. across SR 520 (which splits through the center of the Overlake area) for employees, bicyclists, pedestrians & Microsoft's 43 fleet shuttle system.</p> <p>(2) Regional BIKE520 Trail connection: This project provides a connection with the NE 36th St. bike lanes and 152nd Ave. NE & 156th Ave. NE primary bike corridors to Regional BIKE520 Trail (located along the west side of SR 520). This provides a direct route for bicyclists to access BIKE520. Bicyclists will no longer have to bike along principle arterial 148th Ave. NE & minor arterials NE 24th St. & NE 40th St. to get to the BIKE520 Regional Trail.</p> <p>(3) Transit: Need to reduce congestion along the 14 Overlake METRO & Sound Transit routes to the Overlake Transit Center. This project will reduce the congestion in the Overlake area by 3% & improve the LOS @ the two intersections along the METRO & Sound Transit routes adjacent to the Overlake Transit Center. In addition, the proposed overpass route will improve the efficiency of the Microsoft's fleet of 43 shuttles transporting Microsoft's 30,000 employees between the 73 buildings on Microsoft's West and Main Campuses & connecting to the Overlake Transit Center .3 miles to the north (5,500 trips per day).</p> <p>(4) Truck route: Reduces congestion in Overlake area by 3% reducing congestion along the 148th Ave. NE truck route.</p>
<p>6</p>	<p>Project location:</p> <p>a. County(ies) in which project is located: King</p> <p>Answer the following questions if applicable:</p> <p>b. Crossroad/landmark nearest to beginning of project (identify landmark if no crossroad): 151st Ave. NE</p> <p>c. Crossroad/landmark nearest to end of project (identify landmark if no crossroad): 152nd Ave. NE</p>
<p>7</p>	<p>Map: 1. Include a legible 8½" x 11" project map with the completed application form. 2. Include a legible vicinity map with the completed application form (can be smaller than 8½" x 11").</p> <p>Note: If unable to send the map electronically, mail a copy on diskette and provide a paper copy by fax or mail.</p>

8 Federal functional classification code (Please select only one code using the table below)

For assistance determining functional classification, contact Stephanie Rossi at 206-587-5118 or srossi@psrc.org.

Important: A roadway must be approved on the federally classified roadway system before projects on it may use federal transportation funds (this includes proposed new facilities). Projects on a roadway with a functional classification of 09, 19, 29, or 39 are not eligible to use federal transportation funds unless they are one of the exceptions listed below. If your project is an exception, identify its functional class code as "00".

Examples of exceptions:

- Any bicycle and/or pedestrian project.
- Projects not on a roadway and using CMAQ or other funds
- Any transit project, including equipment purchase and park-and-ride lot projects.

Rural Functional Classifications
"Under 5,000 population"

(Outside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **01** Principal Arterial - Interstate
- ☐ **02** Principal Arterial
- ☐ **06** Minor Arterial
- ☐ **07** Major Collector
- ☐ **08** Minor Collector
- ☐ **09** Local Access
- ☐ **21** Proposed Principal Arterial – Interstate
- ☐ **22** Proposed Principal Arterial
- ☐ **26** Proposed Minor Arterial
- ☐ **27** Proposed Major Collector
- ☐ **28** Proposed Minor Collector
- ☐ **29** Proposed Local Access

Urban Functional Classifications
"Over 5,000 population"

(Inside federal-aid urbanized and federal-aid urban areas)

- ☐ **00** Exception
- ☐ **11** Principal Arterial – Interstate
- ☐ **12** Principal Arterial – Expressway
- ☐ **14** Principal Arterial
- ☐ **16** Minor Arterial
- ☒ **17** Collector
- ☐ **19** Local Access
- ☐ **31** Proposed Principal Arterial – Interstate
- ☐ **32** Proposed Principal Arterial – Expressway
- ☐ **34** Proposed Principal Arterial
- ☐ **36** Proposed Minor Arterial
- ☐ **37** Proposed Collector
- ☐ **39** Proposed Local Access

PLAN CONSISTENCY INFORMATION

Note: Cities, towns, and counties seeking federal funds managed by the PSRC may submit an application only if their comprehensive plan has been certified by the PSRC. All other agencies (e.g., transit agencies, WSDOT, tribal nations, etc.) must show that their project is consistent with the applicable city and/or county comprehensive plan(s), and with *VISION 2020* and *Destination 2030*, the central Puget Sound region's Metropolitan Transportation Plan. For questions on consistency and certification, contact Rocky Piro at 206-464-6360 or rpiro@psrc.org. For questions regarding centers, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org.

9 Consistency with adopted *VISION 2020* and *Destination 2030* (Metropolitan Transportation Plan)

Note: The questions in this section must be answered by all applicants. If you need assistance, please contact staff at the local jurisdiction in which the project is located. Information on the current certification status of a local plan is available on the PSRC's Web site at www.psrc.org/projects/planreview/ppr_status.htm. To obtain copies of the adopted *VISION 2020* or *Destination 2030* documents, please contact the PSRC's Information Center at 206-464-7532 or infoctr@psrc.org.

a. Indicate the current certification status of the local comprehensive plan's transportation element. Note: Select only one from the drop down box below and provide the most recent date of certification action. If you select "Not Certified," leave the date field blank.

- Certification Status: Certified
- Date of certification action (mm/dd/yy): 9-1-95

b. Please check all boxes that apply to the project's location. If portions of the project are located in more than one of the locations listed, please check all appropriate boxes.

- ☐ The project is located outside the designated urban growth area.
 (Refer to <http://www.psrc.org/projects/tip/applications/reference.htm> for more information.)
- ☒ The project is located within the designated urban growth area.
- ☒ The project is located within a formally designated regional growth center. (Please identify the regional growth and/or manufacturing/industrial center in the space below; refer to <http://www.psrc.org/projects/monitoring/rgc.htm> for more information.) **The project is located in the Overlake Manufacturing/Industrial Center.**

c. Is the project specifically identified in a local comprehensive plan?

☒ Yes. Indicate the (1) plan name, (2) relevant section(s), and (3) page number where it can be found:

(1) Plan name: City of Redmond Comprehensive Plan Transportation Master Plan Section

(2) Relevant sections & (3) page numbers where it can be found:

- a. Bicycle System Implementation pg 4/8 & 4/9,
- b. Thoroughfare Plan: 5B/8, fig. 5B.13, 5D/11, fig. 5D.12, fig. 5D.13, 5E/11 & fig. 5E.7
- c. Transportation Facilities Plan: 6/11 & 6/15
- d. Buildout Transportation Plan: A1/3

☐ No. Describe how the project is consistent with the applicable local comprehensive plan, citing specific local policies and provisions the project supports. Please include the actual text of all relevant policies or information on where it can be found, e.g. the policy document name and page number.

REGIONAL PROJECT EVALUATION

Important: Projects will be evaluated and scored based on the information provided in Parts 1 and 2 that follow. Refer to the "Regional Project Evaluation Criteria" (Section 3 of the STP/CMAQ Regional Competition Call for Projects) before completing these sections of the application for guidance, examples, and details on scoring.

Instructions:

- Part 1: Choose the one project category that best fits your project and complete the corresponding section A, B, or C.
- Part 2: Complete all three sections in Part 2 (sections D, E, and F).

Part 1: Category Specific Questions (50 Points)

10. Select one of the following three categories that best fits your project and follow the corresponding instructions:

- ☐ Designated Urban Center: Complete section A (question 11) and proceed directly to Part 2 (questions 14-17).
- ☒ Manufacturing/Industrial Center: Complete section B (question 12) and proceed directly to Part 2 (questions 14-17).
- ☐ Connecting Corridors: Complete section C (question 13) and proceed directly to Part 2 (questions 14-17).

Note: Please refer to Attachment 6 of the Policy Framework (Section 2 of the STP/CMAQ Regional Competition Call for Projects) for a map of designated urban and manufacturing/industrial centers. An updated map is also available on the PSRC website at <http://www.psrc.org/projects/tip/index.htm>. For questions regarding the designation of a specific center, contact Ben Bakkenta at 206-464-5372 or bbakkenta@psrc.org. Information on the 2005 adopted Regional Economic Strategy and the five targeted industry clusters, including definitions and maps of the clusters, may be found on the Prosperity Partnership website at <http://www.prosperitypartnership.org/clusters/index.htm>. For questions regarding these topics, contact Jeff Raker at 206-464-6179 or jraker@psrc.org.

A. Designated Urban Centers (50 Points)

Instructions: Complete this section if you selected "Designated Urban Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 12 or 13.

11. Please explain how your project addresses the following:

- How will the project help the Urban Center to develop in a manner consistent with adopted policies or comprehensive plans? Describe how the project will support activity in the Urban Center, implement any development plans for the center, and enhance the Center's sense of place. Please provide a citation and copy of the appropriate page(s) from the plan or policies with your application.
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.
- Describe the impact the project will have on the Urban Center. Will the project remedy an existing or anticipated problem (e.g., congestion, incomplete sidewalk system, inadequate transit service or facilities, etc.)? Will the project benefit a large number or wide variety of users (including commuters, residents, commercial users, those groups

identified in the presidential Executive Orders for Environmental Justice¹ and/or areas experiencing high levels of unemployment or chronic underemployment)?

- Will the project provide access to a major destination or significantly improve circulation within the Urban Center? For projects with a parking component, describe how it will be compatible with a pedestrian-oriented environment.

B. Manufacturing/Industrial Centers (50 Points)

Instructions: Complete this section if you selected "Manufacturing/Industrial Centers" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 13.

12. Please explain how your project addresses the following:

- How does the project result in time savings for moving freight and goods?
- Indicate whether the project focuses on addressing a physical gap or removing a barrier that is problematic for freight and goods movement.
- How does the project contribute to achieving a more "seamless" system of moving freight and goods by reducing modal conflicts, such as between freight trains and trucks, in a safe and efficient manner?
- How does the project help to improve the circulation and movement of people and goods to various buildings and/or employment sites?
- Does the project or program contribute to transportation demand management and commute trip reduction opportunities? Please describe.
- Describe how the investment results in more reliable travel for various user groups (including employees, customers, modal carriers, those identified in the presidential Executive Orders for Environmental Justice² and/or areas experiencing high levels of unemployment or chronic underemployment).?
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs. Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

(1) Time savings for moving freight and goods: Project reduces overall congestion in the Overlake area by 3% and reduces the congestion along the 148th Ave. NE truck route. This reduction in congestion results from allowing vehicles, transit, and freight and goods involved in trips internal to the Overlake area to cross the freeway without going through the highly congested 148th Ave. NE/ NE 24th St./SR 520 EB off-ramp (LOS F & 336 seconds delay) and 148th Ave. NE and NE 40th St. interchanges improving vehicle, transit, and freight and goods access to SR 520.

(2) Addresses physical gap: Constructs overpass connecting NE 36th St. across SR 520 eliminating the need for the circuitous 2 mile trip north to NE 40th St. through the highly congested NE 40th St./SR 520 interchange or south to NE 24th St. to cross SR 520 (which splits through the center of the Overlake area) through the highly congested 148th Ave. NE/NE 24th St./SR 520 interchange (LOS F) for employees, bicyclists, pedestrians & Microsoft's 43 fleet shuttle system.

(3) Seamless system reducing modal conflicts:

1. Bicyclists: The Overpass provides a direct route for bicyclists to access BIKE520. Bicyclists will no longer have to bike along truck route 148th Ave. NE (with no formal bike lanes) to get to the BIKE520 Regional Trail.
2. Microsoft's shuttle fleet: The Overpass provides a direct route for Microsoft's 43 vehicle shuttle fleet from the west to the east sides of SR 520 and to the Overlake Transit Center. Microsoft's shuttle fleet will no longer have to travel along truck route 148th Ave. NE to get to the Overlake Transit Center or the Overlake Park and Ride TOD.

(4) Improve circulation and movement of people and goods to various buildings and/or employment sites: Connects the west (4 million sf of office space) and east (5.8 million sf of office space) sides of the 9.8 million sf (46,000 employees) Overlake area and the Main (43 buildings) & West (30 buildings existing, 14 additional buildings in the next two years) Campuses of Microsoft. Vehicles, bicyclists, pedestrians, Microsoft's 43 vehicle shuttle system and internal freight and goods movement will be able to go directly to their destination instead of the circuitous route they

¹ The President's Order for Environmental Justice states "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies and activities on minority populations and low-income populations." For more information, refer to the PSRC's 2003 Environmental Justice Demographic Profile available on the PSRC website at <http://www.psrc.org/datapubs/ej/index.htm>, or contact the PSRC Information Center at 206-464-7532 or infoctr@psrc.org.

² see footnote above

now take traveling two miles to the south or two miles to the north through congested freeway interchanges to travel east or west across SR 520.

(5) Microsoft shuttles: The overpass provides a connection across SR 520, connecting Microsoft's West & Main campuses improving the access of Microsoft's shuttle system (by far the largest in the nation with 43 shuttles & 5,500 trips per day) between Microsoft's Campus 73 buildings & the Overlake Transit Center, a major regional transit hub with 209 parking spaces, a bike station, concessionaire, Microsoft Shuttle building & police outpost, (.3 miles to the north) to Microsoft's West & Main Campus.

(6) CTR: The overpass will be a Microsoft shuttle route connecting the 30,000 employee Microsoft west & main campuses to the Overlake Park-and-Ride TOD with 536 parking spaces & 308 low income rentals (.3 miles south along 152nd Ave. NE) and to the Overlake Transit Center (209 parking spaces) every fifteen minutes (.3 miles to the north along 156th Ave. NE) instead of the circuitous two mile trip they now take to get around the SR 520 gap.

(7) Improves access to major employment center for four modes:

a. Major employment center: The Overlake area is the home to some of the most successful companies in the world. It is the heart of the economic engine for the state of Washington with Microsoft alone accounting for over 15% of the total employment gain in the state of Washington & 28% of the employment gain in King County in the past decade. Every job @ Microsoft supports 3.4 other jobs in the area. Directly or indirectly Microsoft accounts for 128,000 jobs or 3.6% of the total employment in the state of Washington. Microsoft's market value is the 3rd largest in the world (Boeing is 97th).

b. Improves access for four modes: The NE 36th St. Overpass links the west and east sides of the Overlake area and Microsoft's west and main Campuses and improves access for the following four modes:

1. Vehicles: Overpass three lanes with 17, 000 ADT (2012)
2. Bicyclists: Overpass includes bike lanes on both sides connecting to Regional BIKE520 Trail & the City of Redmond bike trail system.
3. Sidewalks: Overpass includes sidewalk on both sides linking the city of Redmond sidewalk on the east and west sides of SR 520
4. Transit: Overpass reduces congestion 3% in Overlake area and significantly improves the LOS @ two intersections adjacent to the Overlake Transit Center.

(8) Dense mixed use area: The Overlake area has over 500 firms & 46,000 employees including software (Microsoft), software games (Nintendo), insurance (Safeco), major medical center (Group Health Hospital), avionics (Honeywell), space science (Siemens), shopping (Sears, Safeway & many other retail stores and restaurants), & residential (1,600).

(9) Congestion: Reduces overall congestion in the Overlake area by 3%.

(10) Create, sustain or provide benefits to targeted cluster business:

- a. At the center of the Overlake area is the Microsoft Campus (30,000 employees & 8 million sf of office space), one of worlds largest corporate headquarters. In the next two years Microsoft will add 12,000 employees and 3.1 million sf of office space to this campus. The proposed NE 36th St. overpass across SR 520 connects the west and main campuses of Microsoft enabling employees and Microsoft's 43 employee shuttle system to travel from the main campus on the east side of SR 520 to the west campus on the west side of SR 520.
- b. Businesses that will benefit: Microsoft's Main & West campuses (30,000 employees) and other adjacent businesses such as Nintendo, Group Health Hospital, Honeywell, & Siemens.
- c. The overpass will also provide improved access between the employment areas in the north & northwest and the services located in the southern portion of the Overlake area such as shopping, dining and health care.

C. Connecting Corridors (50 Points)

Instructions: Complete this section if you selected "Connecting Corridors" in question 10, and then proceed directly to Part 2 (questions 14-17). Do not complete questions 11 or 12 or 13.

13. Please explain how your project addresses the following:

- Describe how the investment in the corridor improves access or directly benefits a center(s) by providing a range of travel modes and by serving multiple user groups (including commuters, residents, commercial users, those groups identified in the presidential Executive Orders for Environmental Justice³ and/or areas experiencing high levels of unemployment or chronic underemployment).
- Will the project create, sustain or provide benefits to a targeted industry cluster business within a designated urban or manufacturing/industrial center? Please describe the business(es) that will benefit from the project; descriptions should indicate the scale and nature of the business(es), as well as its market and workforce transportation needs.

³ see footnote above

Benefits could be demonstrated through access and travel time improvements for employees, customers and freight movement.

- Describe how the project improves a corridor in logical segments, thereby preventing missing links or gaps.
- Describe how the project creates more reliable and efficient travel flows along the corridor by filling missing links or removing barriers.
- Describe how the improvements create long-term sustainable solutions and improve the system as a whole.
- Describe how this project improves safety and/or reduces modal conflict.

PART 2: QUESTIONS FOR ALL PROJECTS (50 Points)

Instructions: Once Section A, B, or C in Part 1 has been completed, complete all of Part 2 (questions 14-17).

D. Project Readiness/Financial Plan (30 Points STP, 10 Points CMAQ)

Introduction: Two primary tools will be used to obtain information needed to judge a project's ability to proceed: responses to the project readiness (question 14) and financial plan (question 15) sections below. The primary objective of the evaluation is to determine if a sponsor has assembled all of the funding needed to complete the project or phase(s), and when the sponsor will be ready to obligate the requested regional funding. All questions must be completely and accurately filled out in order for this information to be properly assessed. The information will be used to determine:

- When the sponsor can complete all prerequisites needed to obligate the project's requested PSRC funding.
- When the sponsor plans to obligate requested PSRC funding.
- The amount and source of secured funding for the project.
- The amount and source of reasonably expected but unsecured funding for the project.
- If PSRC's federal funds will complete the project or a phase of the project.

Note: The standard PSRC definitions will apply for determining when funding is "secured" or "reasonably expected to be secured." These definitions are included in Section 5 of the STP/CMAQ Regional Competition Call for Projects.

14. Project Readiness: Please fill out the questions below if your project is requesting funds for a Right of Way (ROW) and/or Construction (CN) phase. Projects requesting funds for a Preliminary Engineering phase need not answer question #14.

PSRC recognizes that the complexity of some projects can trigger a variety of prerequisites that must be satisfied before STP and CMAQ funding is typically eligible to obligate. These questions are designed to identify these requirements and assist sponsors to:

- Identify which requirements apply to their specific project.
- Identify which requirements have already been satisfied at time of application.
- Provide an explanation and realistic completion date for all requirements not yet completed.

Important instructions: For question 14A below, select one of the three options from the drop down list for all items that apply at the time of submission of this application. These items are based on the documentation requirements for obligation of federal funds. For any item where "Item not yet completed" is selected, and for any additional requirements pertaining to the project, provide details in question 14B, including the estimated schedule for completion.

14A. Check all items that apply below. Note: if no ROW is required for the project, select "not needed" for sections b through g.

Not yet completed a. Final FHWA or FTA approval of environmental documents including:

Not yet completed - BA Concurrence: NMFS, U.S. Fish & Wildlife, WSDOT.

Not needed - Section 106 Concurrence.

Not yet completed - FHWA/FTA Environmental Classification Summary Checklist (or EA or EIS).

Not yet completed b. True Cost Estimate for Right of Way.

Not yet completed c. Right of Way Plans (stamped).

Not needed d. Relocation Plan (if applicable).

Not yet completed e. Right of way certification.

Not yet completed f. Certification Audit by WSDOT RW Analyst.

Not needed g. Relocation Certification, if applicable.

Not needed - Certification Audit by WSDOT of Relocation Process, if applicable.

Not yet completed h. Engineer's Estimate.

Not yet completed i. All environmental permits obtained such as Army Corps of Engineers Permit, HPA, etc.

14B. Additional information: include details on any items above that are not yet completed and provide an estimated schedule; please provide any additional information as appropriate.

Estimated schedule:

a. Final FHWA approval of environmental documents: 9/07

b. True Cost Estimate for ROW: 1/07 Preliminary true cost estimate for ROW prepared by Kpff Engineering Inc. March 10, 2005

c. ROW plans: 1/07 Preliminary ROW plans prepared by Kpff Engineering Inc. March 10, 2005

e. ROW certification: 1/07

f. Certification Audit by WSDOT: 12/08

h. Engineers estimate: 9/07 15% construction plans & engineers estimate completed by Kpff Engineering Inc. on March 10, 2005. RFP to complete PS&E due April 28, 2006.

i. Environmental permits: 9/07

15. Financial plan: Please fill out Tables A-D below and corresponding questions E-F. The purpose of the tables and questions is to allow sponsors to fully document their project's financial plan and schedule. Tables A, B, and C build upon one another to provide the estimated cost of each phase as well as a project's total cost (Table D). The tables require sponsors to list the federal funds being requested from the Regional Competition (Table A), as well as ALL other sources of secured (Table B) and unsecured funds (Table C) needed to complete the project.

Guidelines:

- All requested information must be provided to earn maximum points.
- Provide financial information for all funding types in every applicable phase, and use a separate row for each funding source.
- Totals of federal and other funds listed in Tables A, B, and C should equal the total project cost in Table D.
- Funding commitment letters must be provided for all financial partners.

Required Match: A minimum of 13.5% match is required for both STP and CMAQ funds. Sponsors of projects awarded funds through this competition will be required to provide information on these matching funds at a later date.

Table A: Funding Requested from Regional Competition

Phase	Estimated Obligation Date by Phase (mm/dd/yy)	PSRC Federal Funding Source (enter either STP or CMAQ; choose only one)	PSRC Federal Funds Amount
PE	NA	NA	\$0
ROW	NA	NA	\$0
CN	12/1/07	STP	\$2,500,000
Totals:			\$

Table B: Existing Secured Funding

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	5/01/06	Private	\$1,050,000
ROW	5/01/06	Private	\$350,000
CN	12/1/07	Private	\$14,000,000
			\$
			\$
TOTAL:			\$15,400,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table C: Needed future funding (unsecured) Note: do not include the grant funds requested in Table A

Phase	Estimated Obligation* date by Phase (mm/dd/yy)	Source	Amount
PE	5/01/06	City of Redmond	\$450,000
ROW	5/01/06	City of Redmond	\$150,000
CN	12/1/07	City of Redmond	\$3,500,000
			\$
			\$
TOTAL:			\$4,100,000

*For tables B or C "obligation" may be defined as expenditure or other commitment of funds. For assistance, please refer to "Definitions for Secured and Reasonably Expected to be Secured Funding" in Section 5 of the Call for Projects.

Table D: Total Project Cost (Please provide the total estimated cost and scheduled completed date for each phase of the project.)

Phase	Total estimated cost	Phase	Scheduled completion date (mm/dd/yy)
Planning:	\$0	Planning:	
Preliminary Engineering/Design:	\$1,500,000	Preliminary Engineering/Design:	12/01/07
Right of Way:	\$500,000	Right of Way:	12/01/07
Construction:	\$20,000,000	Construction:	12/1/08
Other (Specify) :	\$0	Other (specify) :	
Total Project Cost:	\$22,000,000	Estimated date of completion (i.e. open for use)	12//01/08

E. Identify the project phases (PE, ROW, CN, etc.) that will be fully completed if requested funding is obtained:

PE, ROW, CN

F. If unable to completely fill out Table D (Total Project Cost): Use the space below to explain the nature of any project for which the total project cost is presently unknown. For example, a project may study the merits/costs of various routes or construction techniques and, consequently, the total project costs won't be determined until the study is complete.

NA

E. Air Quality (20 Points STP, 40 Points CMAQ)

16. Describe how your project will reduce emissions. Include a discussion of the population served by the project – who will benefit, where, and over what time period. Projects may have the potential to reduce emissions in a variety of ways; depending on the type of project, please provide the requested information if your project contains the elements listed below:

- Diesel retrofits: describe the types and numbers of vehicles, vessels, or equipment involved, how often they are used, how much fuel is consumed annually, where they are used and when the retrofits will occur.
- Roadway capacity (general purpose and high occupancy vehicles): describe the roadway and travel conditions before and after the proposed project, including average daily traffic and travel speeds; describe the potential for multimodal connections, shorter vehicle trips, etc.
- Transit (park and ride lots, new or expanded transit service, transit amenities, etc.): what is the current transit ridership in the project area; what are the current transit routes serving the project area; if a park-and-ride lot, how many stalls are being added; describe how the amenities (or other components of the project) are expected to encourage new transit ridership and shift travel from single occupant vehicles to multimodal options; what is the average trip length for a new rider?
- Bicycle and/or pedestrian facilities: what is the length of the facility; what are the connections to other nonmotorized facilities and to the larger nonmotorized system; describe the expected travel shed (i.e., land use, population surrounding the project).
- Signalization, other ITS improvements: describe the existing conditions in the area (i.e., level of service, average daily traffic, etc.); describe how the project is expected to improve traffic flow (increase speed, reduce idling, remove accidents, etc.); is there a significant amount of truck traffic (i.e. freight movement) on the facility? does the project improve traffic flow for particular modes, e.g. HOVs, or types of vehicles, e.g. freight trucks?
- Alternative fuels/vehicles: describe the change in fuel or vehicle technology; how many vehicles are affected; what are the current conditions?
- Other: describe how your project has the potential to reduce emissions through technology, improved management or other means, e.g. no idling signage & enforcement, auxiliary power units to operate heating, cooling & communications equipment, truck stop electrification, etc.

The direct population served by this project is the 500 firms, 46,000 employees, 1,600 residents and 23 METRO & Sound Transit routes in the Overlake area.

(1) Roadway Capacity:

- a. Existing/Improvements: The existing overall v/c in the Overlake area of .914 will improve by 3% with the construction of the NE 36th St. overpass. The volume of traffic along the proposed NE 36th St. overpass will be 17,000 ADT (2012).
 - b. Shorter vehicle trips: Reduce distance to cross SR 520 @ NE 36th St. from 2 miles to .2 miles.
 - c. Multimodal connections: Connects existing bike lanes on the east & west sides of SR 520 to the BIKE520 Regional trail (located along the west side of SR 520). The overpass when coupled with the planned extension of NE 31st St. on the Microsoft Campus to the Bellevue Redmond Road will complete a missing link and create a much needed north-south connection between Downtown Redmond and south Bellevue.
- (2) Transit:** Due to traffic being rerouted to the proposed new overpass congestion is significantly reduced @ the following two intersections along METRO Sound Transit routes (adjacent to the Overlake Transit Center @ 156th Ave. NE & NE 40th St.):
- a. 156th Ave. NE & NE 40th St. - improves LOS from E to C (2012)
 - b. 156th Ave. NE & NE 36th St. - improves LOS from F to D (2012)
- Fourteen METRO & Sound Transit Routes traverse these intersections enroute to the Overlake Transit Center @ SW corner of 156th Ave. NE & NE 40th St. (.3 mi. north of proposed new overpass). Because of this overpasses

proximity to both the Overlake Park-and-Ride and Overlake Transit Center there will be future opportunities for METRO and Sound Transit to use this new corridor to provide transit service for Overlake and the surrounding area.

- (3) VMT: This project reduces VMT by providing an additional crossing of SR 520 in the center of the Overlake Neighborhood. SR 520 is a barrier splitting the Overlake area in half. Vehicles traveling from the west to east sides of SR 520 (& the Overlake area) will not have to take a two-mile circuitous route traveling north via NE 40th St. & 148th Ave. NE or south two miles via NE 24th St. & 148th Ave. NE to cross SR 520.
- (4) CTR: The overpass will be a Microsoft shuttle route connecting the 30,000 Microsoft West & Main campuses to the Overlake Park-and-Ride TOD (.3 miles south along 152nd Ave. NE) and to the Overlake Transit Center (.3 miles to the north along 156th Ave. NE).
- (5) Mode shift: The construction of the NE 36th St. overpass across SR 520 with bike lanes connecting to the BIKE520 Regional bike system and sidewalks on both sides will improve bicycle and pedestrian connectivity as well as improve connections for transit to the Overlake Transit Center & Overlake Park and Ride while encouraging a shift from SOV.
- (6) Bicycle and pedestrian facilities:
 - a. Length of facilities: constructs 3,500' of new bike lanes and 2,600' of new sidewalks
 - b. Connections to other nonmotorized facilities system:
 1. Connection to existing bike lanes along NE 36th St. & 152nd Ave. NE – 2,600' of 5.5' bike lanes on each side of the overpass and NE 36th St. connecting to the existing bike routes along 152nd Ave. NE and NE 36th St.
 2. Connection to larger regional system: Connect to Regional BIKE520 – 900' of 12' bike lane connections from the NE 36th St. Overpass to the Regional BIKE520 trail along the west side of SR 520. Existing connections are @ NE 24th St & 148th Ave. NE and NE 40th St. & 148th Ave. NE. 148th Ave. NE is a principal arterial (62,000 ADT) & NE 24th St. is a minor arterial (26,000 ADT). Both of these streets have very high traffic volumes, lots of turning vehicles and neither has bike lanes. This significantly limits the ability of bicyclists to access large portions of Overlake and the Bellevue Redmond Road corridor from the BIKE520 Trail. This project connects the Regional BIKE520 Trail on the west side of SR 520 with the NE 36th St. bike lanes and 152nd Ave. NE & 156th Ave. NE primary bike corridors on the east side of SR 520. This provides a direct route for bicyclists from the Overlake area as well as residential areas in Redmond and Bellevue to the east and south to access the BIKE520 trail using a street with bike lanes that has less traffic and fewer turning vehicles because of no direct freeway access.
- (7) Signalization & other ITS improvements:
 - a. Signalization: Installs a traffic signal @ the east end of the overpass at 152nd Ave. NE and NE 31st St.
 - b. Interconnect & synchronize: Interconnects & synchronizes with signal systems along the 148th Ave. NE, 152nd Ave. NE & 156th Ave. NE corridors.
 - c. TMC: Connects to Redmond's Traffic Management Center.

F. Other Considerations (No Points)

17. Please describe any additional aspects of your project not requested in the application that could be relevant to the final project recommendation and decision-making process, particularly those relating to the support of the centers and connecting corridors policy focus. Note: No points will be given to this section.

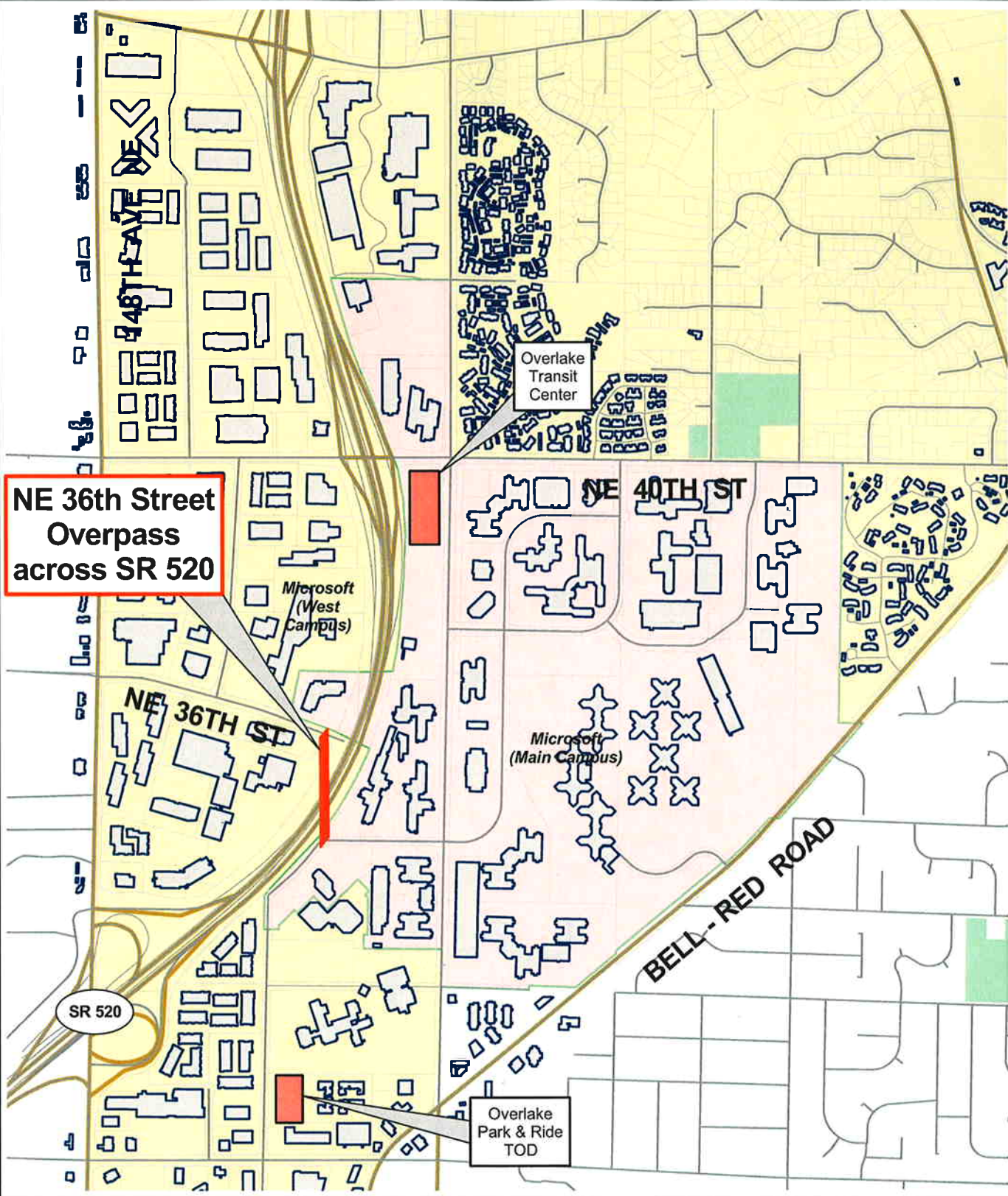
- (1) Overlake: The Overlake area is a unique Manufacturing and Industrial Center. The Overlake area has over 500 firms and 46,000 employees and has an "Information Technology Cluster" designation.
- (2) Proposed Urban Designation: On March 7, 2006 Redmond's City Council amended Redmond's comprehensive plan to change the designation of the Overlake Manufacturing/Industrial Center to Overlake Urban Center to accurately reflect the true nature of the area.
- (3) Downtown Redmond Urban Area: The proposed overpass will improve access from the west side of the Overlake Area to the east side and provide an alternate route to the Downtown Redmond Urban area (3 miles to the NW).
- (4) PE: Kpff Engineers Inc. completed the 15% PSE in 2004. The 15% PE included three alternatives, and the associated engineer's cost estimates.
- (5) Transportation Assessment: Transportation Engineering Northwest completed the traffic assessment February 18, 2005
- (6) The project is not dependent on the completion of another capital project.
- (7) City of Bellevue and City of Redmond interlocal agreements: The project is included in and recommended by the following City of Redmond City of Bellevue Interlocal agreements:
 - a. BROTS (Bellevue Redmond Overlake Transportation Study) 1999
 - b. BROTS North-South 148th Ave. NE Corridor Study 2004

The BROTS agreements had public hearings, joint meetings between the Bellevue & Redmond City Councils and

were approved by both city councils.

(8) Public Process:

- a. City of Redmond Transportation Master Plan recommends this project
- b. BROTS: The project is recommended in the City of Bellevue/City of Redmond BROTS agreement.
- c. BROTS North South 148th Ave. NE Corridor Study: The study recommended this project. The BROTS study has had public hearings & joint meetings between the Bellevue & Redmond City Councils.
- d. Microsoft/City of Redmond Development agreement: Approved by Redmond's City Council and executed June 25, 2005 providing Microsoft will fund 70% of the proposed NE 36th St. Overpass across SR 520.



Legend

- Project Location
- Urban Center
- Manufacturing/Industrial Ctr.
- City Limits
- Truck Routes

Project Map

STP Regional Grant
NE 36th Street Overpass
across SR 520

